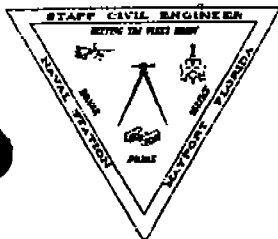


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MINUTES FOR RESTORATION ADVISORY BOARD MEETING HELD 23 MARCH 1995 NS
MAYPORT FL
4/11/1995
NAVAL STATION MAYPORT



**STAFF CIVIL ENGINEER DEPARTMENT
NAVAL STATION
MAYPORT, FLORIDA 32228-0067**

NAVSTA Mayport Administrative Record
Document Index Number

**32228-000
13.03.00.0047**

IN REPLY REFER TO:
**5090.15
N4E4
11 Apr 95**

MEMORANDUM

From: Cheryl L. Mitchell, Navy Co-Chair
To: Restoration Advisory Board (RAB) Members and Alternate Members
Subj: MEETING MINUTES FOR MARCH 23, 1995
Encl: (1) March 23, 1995 meeting summary
(2) NAVSTA Mayport Partnering Team Charter, October 1994
(3) DOD Direction for Initiation of RABs
(4) Time Schedule for Field Work
(5) Agenda for next meeting

Members present: Jay Carver, Patricia Lauderdale, Paul Perez, Robert Weiss, Jim Cason, David Driggers, Cheryl Mitchell
Members absent: Bronson Lamb
Alternate Members present: Edwin Cordes

Lots of enclosures this time! Hope I haven't missed anything that I said I would send. If so, call me and I'll bring it to our next meeting. I believe we agreed to monthly meetings with the option of more/less frequent as workload dictates. Wednesday meetings can not be held at the church due to their other activities, so we may want to consider going back to Thursday meetings when possible.

Our next meeting will be Wednesday April 19 at 7:00 p.m. at the Atlantic Beach City Hall, 800 Seminole Road, which, I am told, is at the intersection of Plaza and Seminole behind the Fire Department Building. This meeting will be open to the public and a notice will be published in the local newspaper.

Call me at 270-6730 (x31) if you have any questions.


Cheryl L. Mitchell

Copy to:
NAVSTA Mayport N004
SOUTHNAVFACENGCOM (Code 1852 - David Driggers)
ABB Environmental Services, Inc. (Peggy Layne/Frank Lesesne/Ashley Power)
FDEP Tallahassee (Jim Cason)
USEPA Region IV (Jay Bassett)
COMNAVBASE Jacksonville (N3 - Jerry Wallmeyer)

AGENDA
RAB Orientation Meeting
March 23, 1995, 7 p.m.

- ▶ Welcome Cheryl Mitchell

- ▶ Overhead Presentation Cheryl Mitchell
Overview of the Installation Restoration Program

- ▶ Corrective Action Management Plan (CAMP) Peggy Layne

- ▶ Questions & Answers NAVSTA Mayport RAB Members

- ▶ General Discussion NAVSTA Mayport RAB Members
 - Community Co-Chair
 - NAVSTA Mayport RAB Charter
 - Length and Duration of Meetings
 - Location and date of next RAB meeting
 - June Meeting
 - Other Topics

**NAVSTA MAYPORT
RAB ORIENTATION MEETING
24 MARCH 1995, 7 P.M.
MEETING SUMMARY**

▶ **Attending:**

David Driggers (Southern Division)	Bob Weiss
Cheryl Mitchell (NAVSTA Mayport)	Patricia Lauderdale
Martha Rimmer (NAVSTA Mayport)	Jay Carver
Jim Cason (FDEP)	Paul Perez
Peggy Layne (ABB-ES)	Ed Cordes - alternate
Ashley Power (ABB-ES)	

- ▶ Navy Co-Chair Cheryl Mitchell began the meeting by thanking the RAB members for attending, and gave an overview of the evenings agenda [see attached].
- ▶ Cheryl Mitchell distributed handouts and presented an overhead presentation outlining the Installation Restoration Program at NAVSTA Mayport [see attached]. The partnering agreement between the EPA, FDEP, and the Navy was also explained as a way to increase communication between the groups.
- ▶ Peggy Layne, ABB-ES Project Manager, presented the Corrective Action Management Plan (CAMP), describing how the Navy will address Solid Waste Management Units (SWMUs) at NAVSTA Mayport. Several acronyms and milestones were explained, and the schedule of upcoming events was highlighted.
- ▶ Cheryl Mitchell then opened the floor for a Question and Answer Discussion Period.

Question & Answer Discussion Period

- Q: Regarding the timeline, which groups are where in the cleanup process?
A: The CAMP contains a deliverable schedule. Groups I and II are between the RFA and RFI. The RFI requires that a workplan be prepared, field work be performed, and a final report approved before a Corrective Measure Study (CMS) can begin.
- Q: How do SWMUs "go away"?
A: All SWMUs are in the NAVSTA Mayport RCRA permit. When a SWMU does not need to be cleaned up, it can be listed as "No Further Action" or "NFA." When a site is approved for NFA, then RCRA permit is changed, and the site appears on a list of SWMUs requiring no further action.
- Q: Have any sites reached Step 4, a Corrective Measures Study (CMS)?
A: None of the SWMUs at NAVSTA Mayport have reached that stage yet. It is anticipated that Groups I and II will reach that stage later this year (Nov./Dec.)
- Q: How long does Step 4 last?
A: A CMS evaluates possible cleanup alternatives for a SWMU and determines which alternative is best for the site. Cleanup can begin as soon as the CMS and final design are approved.
- Q: Is there budgetary approval for cleanup?
A: [An extensive discussion followed this question outlining the Navy contracting procedure and fiscal year financing.] Cleanup at NAVSTA Mayport is funded through the Defense Environmental Restoration Account (DERA). This money is distributed to the Naval Facilities Engineering Commands (NAVFAC), which oversee cleanup at all Navy installations. The Southern Division of the NAVFAC is responsible for NAVSTA Mayport. Southern Division has set aside money to investigate the environmental conditions at NAVSTA Mayport, for which

ABB-ES is responsible, as well as to actually perform the selected cleanup alternatives, for which Bechtel is responsible. Based on the projected cost of investigation and cleanup, Southern Division allots a certain amount of money to each installation for cleanup. This system allows cleanup to proceed at a rapid pace because contracts are in place to perform the necessary work and funding can be approved as soon as the studies are completed and a cleanup identified.

Cheryl Mitchell suggested to the RAB that they think about creating a charter and selecting a co-chair at the next meeting. Other topics for the next meeting include an overview of the contracting mechanism, viewing of a video showing typical field investigations at a Navy site, and a more in-depth look into the field activities at NAVSTA Mayport. Logistics were discussed, and the next three meetings were tentatively scheduled for:

Wednesday, 19 April

Wednesday, 24 May

Wednesday, 21 June

All meetings are scheduled to take place at 7 p.m. Cheryl Mitchell will confirm the availability of St. John's Catholic Church on Mayport Road.

TEAM MAYPORT
ENVIRONMENTAL RESTORATION
PARTNERSHIP
CHARTER
OCTOBER 1994

Naval
Station

MAYPORT



PROJECT TEAM

Motto: " BETTER -- FASTER -- CHEAPER (BFC) "

Mission: *To Implement an Innovative RCRA Corrective Action Program for the better, faster, cheaper environmental restoration at Naval Station (NAVSTA) Mayport.*

Vision: *Using Team's complementary skills to achieve NAVSTA Mayport's environmental restoration goals.*

We, the Mayport Team, commit to achieving these objectives:

- ▶ Identify and utilize innovative technologies and decision making techniques
- ▶ Resolve conflicts to avoid adversarial relations
- ▶ Recognize needs and maintain open and honest communications with each other, stakeholders, and the community
- ▶ Actively seek out and overcome barriers to success
- ▶ Identify, clarify and test boundaries of authority
- ▶ Continuously clarify roles and responsibilities of all members
- ▶ Provide opportunity for all members to grow professionally and personally through the shared exchange of expertise, lessons learned and training assets
- ▶ Foster a professional, friendly atmosphere able to efficiently accommodate to change and promote a culture of enthusiasm, optimism, cooperation, and success.



DEPARTMENT OF THE NAVY
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON DD FORM 50-2000

5090
Ser 453C/4U596021
9 Feb 94

From: Chief of Naval Operations
To: Distribution

Subj: ESTABLISHMENT OF RESTORATION ADVISORY BOARDS (RABS)

Ref: (a) Interim Report of the Federal Facilities Environmental
Restoration Dialogue Committee, February 1993 (The
Keystone Dialogue)

Encl: (1) Implementing Guidance for the Establishment of
Restoration Advisory Boards (RABs)

(2) Additional Suggestions for RAB Implementation

1. The purpose of this letter is to disseminate guidance for implementing Restoration Advisory Boards at Navy installations involved in environmental restoration under the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) as amended by the Superfund Amendments and Reauthorization Act (SARA).


2. Recommendations for improving federal agency decision making in environmental restoration programs by enhancing involvement of other stakeholders are made in reference (a). The Interim Report is a consensus document developed by over 40 members of a committee chartered by the U.S. Environmental Protection Agency (EPA) under the Federal Advisory Committee Act. The Navy is already implementing many of the recommendations from the Keystone Dialogue and Department of Defense's (DoD) Management Guidance for the Defense Environmental Restoration Program (DERP) either through current community relations programs or the Technical Review Committees (TRCs). A key recommendation in the report was that federal agencies establish site specific advisory boards (SSABs). DoD has decided that rather than establishing SSABs, the scope of the TRCs will be broadened and they will be converted to Restoration Advisory Boards (RABs). Many of the reports recommendations for SSABs will be implemented through DoD and Navy policy and guidance for RABs.

3. DoD's DERP policy is to involve the local community in the cleanup effort as early as possible and throughout the Installation Restoration Program (IRP) process by: establishing communication channels with representatives of the community; making information on activities available in a timely manner; providing opportunities for public comment on documents; and at installations where there is sufficient interest, establishing RABs. Navy policy is to convert all of our TRCs to RABs. Enclosure (1) provides detailed Navy requirements and procedures pertaining to the establishment of RABs at Navy installations.

Subj: ESTABLISHMENT OF RESTORATION ADVISORY BOARDS (RABS)

4. Enclosure (2) is provided for informational purposes. Installations may use their discretion in determining whether or not they wish to implement the suggestions provided.

5. The responsibility for conducting community relations, implementing TRCs, and now RABS rests with the installations. Major Claimants will disseminate the policy and enclosures (1) and (2) to all installations and ensure that RABS are established by the end of FY 94. NAVFACENGCOM Engineering Field Divisions and Engineering Field Activities will support these efforts upon request of the installation. Representation by all concerned parties in the environmental restoration program will go a long way towards improving and implementing cleanups. Point of contact is Ms. Patricia Ferrebee, N453C, at (703) 602-3031.


J. S. WALKER
By direction

Distribution:

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Subj: ESTABLISHMENT OF RESTORATION ADVISORY BOARDS (RABS)

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NEIT

GROUP III FIELD WORK SCHEDULE

3/21-3/30

**Geophysics in Shipyard Area
Groundwater Sampling w/ Terraprobe in all areas**

4/4-4/13

**Groundwater Sampling w/ Terraprobe in all areas
Surface Soil Sampling in Shipyard Area, SWMUs 44,45**

4/18-4/27

**Surface Soil Sampling in Shipyard Area
Surface Water/Sediment Sampling at SWMU 14**

5/2-5/25

**Surface Soil Sampling in Shipyard Area
Drilling/Well Installation in all areas**

5/30-6/8

**Drilling/Well Installation in all areas
Groundwater Sampling of wells in all areas**

6/13-6/22

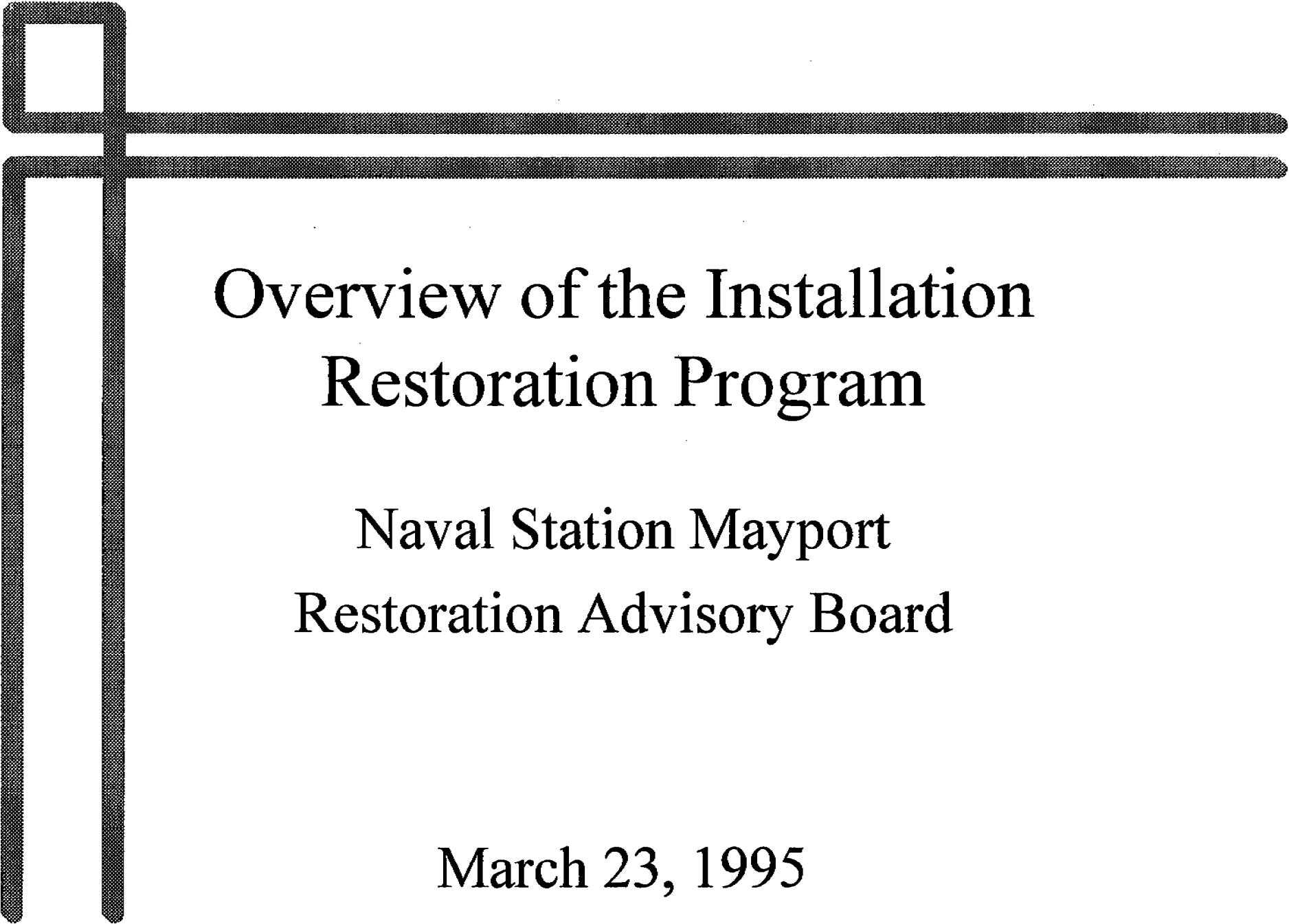
Groundwater Sampling of wells in all areas

6/27-6/30

**Groundwater Sampling of wells in all areas
Investigative Derived Waste (IDW) Management**

7/5-7/14

**Groundwater Flow Determination in all areas
Labeling of wells and piezometers**



Overview of the Installation Restoration Program

Naval Station Mayport
Restoration Advisory Board

March 23, 1995



The Installation Restoration Program

■ Framework

■ Environmental Requirements

- Laws
- Regulations
- Policies and Guidelines

*Naval Station Mayport
Restoration Advisory Board*

The Resource Conservation and Recovery Act (RCRA)

■ Goals

- To protect human health and the environment
- To reduce waste and conserve energy and natural resources
- To reduce or eliminate the generation of hazardous waste

■ Subtitle C:

- Cradle to grave tracking of hazardous waste

*Naval Station Mayport
Restoration Advisory Board*

Hazardous and Solid Waste Amendments (HSWA)

- Expanding the Scope
- Corrective Action Program

*Naval Station Mayport
Restoration Advisory Board*

- Definition

- Three types of waste activities:

- Generation
- Transportation
- Treatment, storage, and disposal

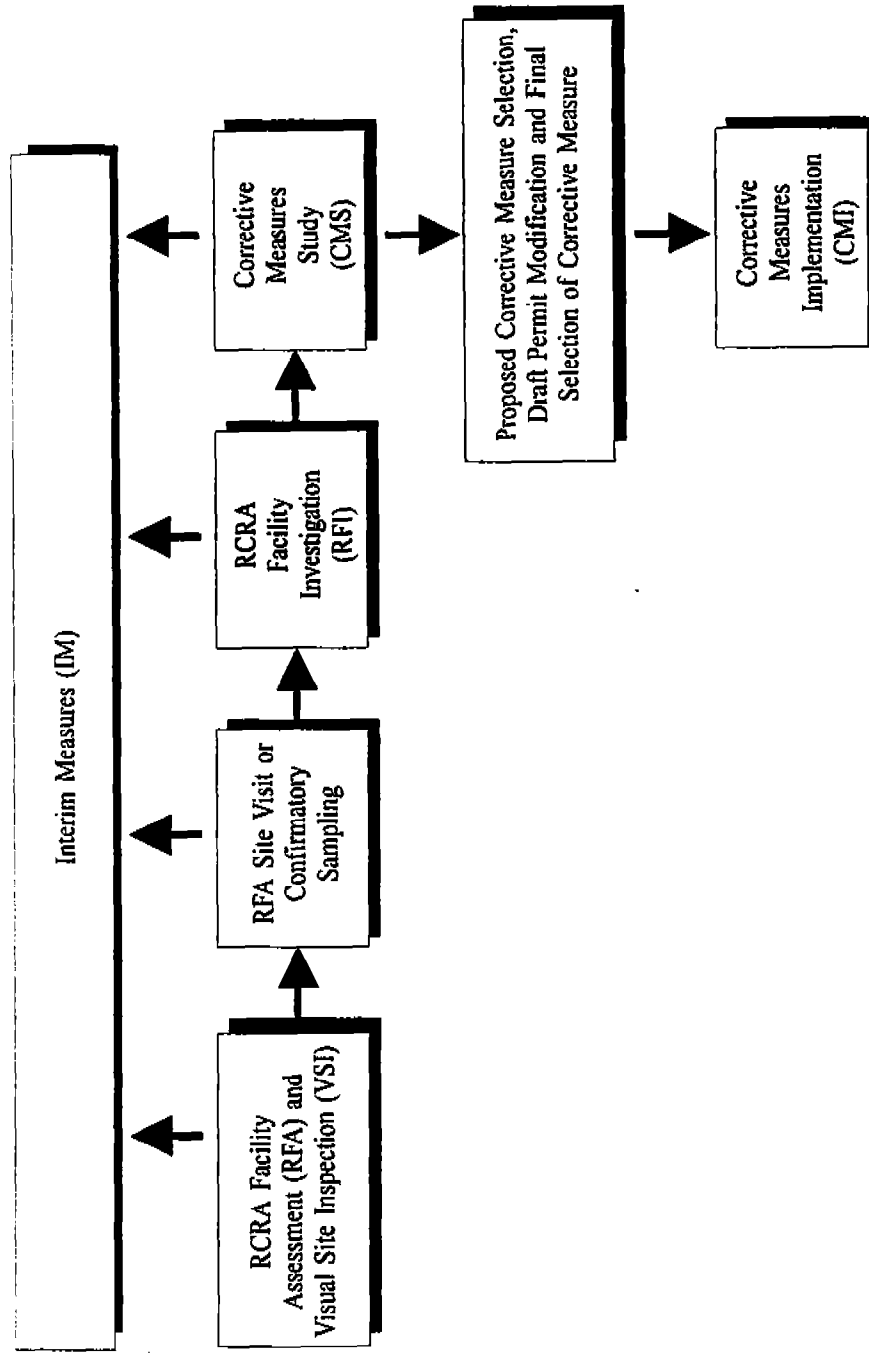
- Solid Waste Management Units (SWMUs)

- RCRA + HSWA = Hazardous Waste Activities and Cleanup

*Naval Station Mayport
Restoration Advisory Board*

*Naval Station Mayport
Restoration Advisory Board*

The RCRA Process



*Naval Station Mayport
Restoration Advisory Board*

Cleanup Status at Naval Station Mayport

- Phased Approach
- Four Groups
- Progress
- Current Status

*Naval Station Mayport
Restoration Advisory Board*

Overview of the Installation Restoration Program

***Naval Station Mayport
Restoration Advisory Board***

March 23, 1995

The Installation Restoration Program

The **Installation Restoration Program**, or **IR Program**, is the Department of Defense (DOD) program to *identify, evaluate, and clean up* (or restore) former disposal and spill sites at its facilities (or installations).

History of the IR Program

Prior to the 1970s, most wastes were buried or burned in pits. These were considered acceptable methods of disposal at the time. Over the years, these methods have allowed the release of hazardous substances into the environment.

With growing awareness of the long-term effects of hazardous substances on the environment, the DOD developed a program in 1975 to address the environmental conditions created by past events and practices. In response, the IR Program was created.

Environmental Requirements

There is a great deal of confusion among the terms "law," "regulation," and "policy." The following definitions clarify the difference among these terms.

Laws: A law is often referred to as a "statute" or "act." Laws are established by Federal, State, or local legislative bodies, such as Congress, State legislatures, or local city or county councils.

Regulations: Regulations are Federal or State requirements that are developed under the authority of the law to carry out the intent of the law. They are developed not through legislative bodies, but, instead, through Federal, State, or local agencies, such as the U.S. Environmental protection Agency (US EPA) or the Florida Department of Environmental Protection (FDEP), that are tasked with implementing the law. Regulations are often referred to as "codes."

Policies and Guidelines: Policies and guidelines are provided by Federal or State regulatory agencies and by the parties to be governed (such as the Department of Defense). They provide further guidance in complying with laws or regulations. Policies and guidance are not legally enforceable.

Note: You'll often hear the term "promulgate" during discussions of legal issues. Laws and regulations are promulgated when they are officially announced.

The Resource Conservation and Recovery Act (RCRA)

The cleanup program at Naval Station Mayport is guided by the **Resource Conservation and Recovery Act (RCRA)**. RCRA was enacted in 1976 to safely manage and dispose of municipal and industrial solid waste generated nationwide.

The goals of RCRA are:

- ▶ to protect human health and the environment,
- ▶ to reduce waste and conserve energy and natural resources, and
- ▶ to reduce or eliminate the generation of hazardous waste.

The program outlined under **Subtitle C** of RCRA is the one most people think about when RCRA is mentioned. Subtitle C establishes a program to manage hazardous waste from *cradle to grave*. Subtitle C regulations concern the definition, generation, transportation, treatment, storage, and disposal of hazardous waste.

The scope of the act was enlarged in 1984 in amendments called the **Hazardous and Solid Waste Amendments (HSWA)**. HSWA greatly expanded RCRA's authority to include **corrective action** resulting from releases from SWMUs.

RCRA Permitting

The three different types of waste activities for which requirements have been put forth are:

- ▶ generation,
- ▶ transportation, and
- ▶ treatment, storage, and disposal.

A comprehensive permit application must be approved before a facility may manage or handle hazardous material. During routine base operations, hazardous materials and waste are used and generated at Naval Station Mayport. The conditions of the RCRA and HSWA permits guide and safeguard these activities

Sites where hazardous waste disposal activities have taken place or where spills have been released are called **Solid Waste Management Units** or **SWMUs**. When closing a SWMU, which has been permitted by RCRA, the RCRA cleanup procedure is followed. RCRA and HSWA together describe how hazardous materials and waste are handled and cleaned up.

Superfund

RCRA is not the same thing as the **Comprehensive Environmental Response, Compensation, and Liability Act** or CERCLA, which is more commonly known as *Superfund*. Superfund was designed to address inactive sites or "orphan dumps." The priority list of sites to be cleaned up under Superfund is called the **National Priorities List** or *NPL*.

To determine if an abandoned site should be cleaned up under Superfund, the site is evaluated, or scored, using the **Hazard Ranking System (HRS)**. The HRS score is calculated using data gathered after discovery of the site and evaluation based on the best available information. US EPA decided that Naval Station Mayport did not score high enough to become a Superfund site and opted to continue cleanup under the RCRA program. The RCRA cleanup process at Naval Station Mayport is triggered by an existing RCRA storage permit the base maintains.

The cleanup steps, known as the RCRA Corrective Action Process, are very similar to the steps of the CERCLA process. One is not more thorough than the other, and both cleanup processes are conducted under DOD's IR Program and fully funded through the **Defense Environmental Restoration Account (DERA)**. The end result is the same: comprehensive environmental cleanup

The RCRA Process

The RCRA cleanup process is divided into several steps.

Step One: RCRA Facility Assessment and Visual Site Inspection (RFA/VSI)

The RFA includes:

- ▶ a file review of available information on the facility
- ▶ a visual inspection to confirm available information on SWMUs and to note any visual evidence of releases

Step Two: RFA Site Visit or Confirmatory Sampling

In some cases a sampling visit is conducted to confirm or disprove suspected releases.

Step Three: RCRA Facility Investigation (RFI)

An RFI is begun when a potentially significant release has been identified in the RFA. The purpose of the RFI is to characterize the nature and extent of contamination at the facility. A risk assessment is performed as part of an RFI.

Step Four: Corrective Measures Study (CMS)

If the need for cleanup is determined in the RFI, a Corrective Measures Study (CMS) is required to identify and evaluate several potential cleanup alternatives.

Step Five: Proposed Corrective Measure Selection, Draft Permit Modification, and Final Selection of Corrective Measure

Since Naval Station Mayport has a partnering agreement between the US EPA, the FDEP, and the Navy, once the partnering team identifies its proposed remedy for a facility, the facility's RCRA permit must be modified to incorporate the proposed corrective measure.

- *This permit must be released for public review and comment, and the community must receive public notice that the proposed modification is available for review.*

After the public comment period closes, all written and oral comments are reviewed and evaluated and a final decision is issued on the permit modification.

Step Six: Corrective Measure Implementation (CMI)

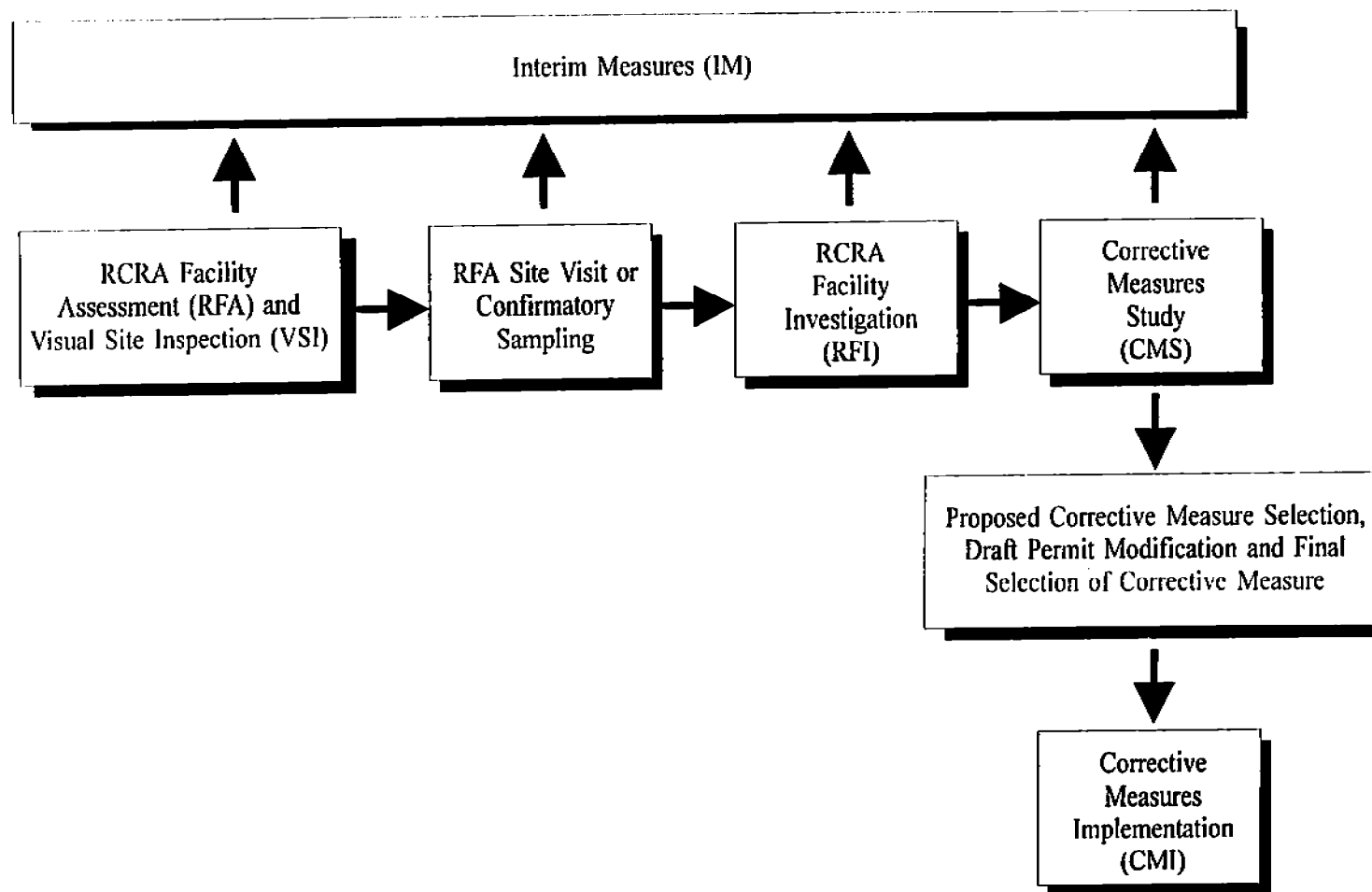
Once a corrective measure is selected and a permit modification is approved, the facility must implement the corrective measure. The modified permit schedule of compliance should include conditions that specify how corrective measures are designed, constructed, operated, maintained, and monitored.

Interim Measures

If there are indications that a release poses an immediate risk to human health and the environment, interim measures can be undertaken to minimize or stabilize the risk. These actions are known as **Interim Remedial Actions**.

→ *Interim measures can take place at any time.*

The RCRA Process

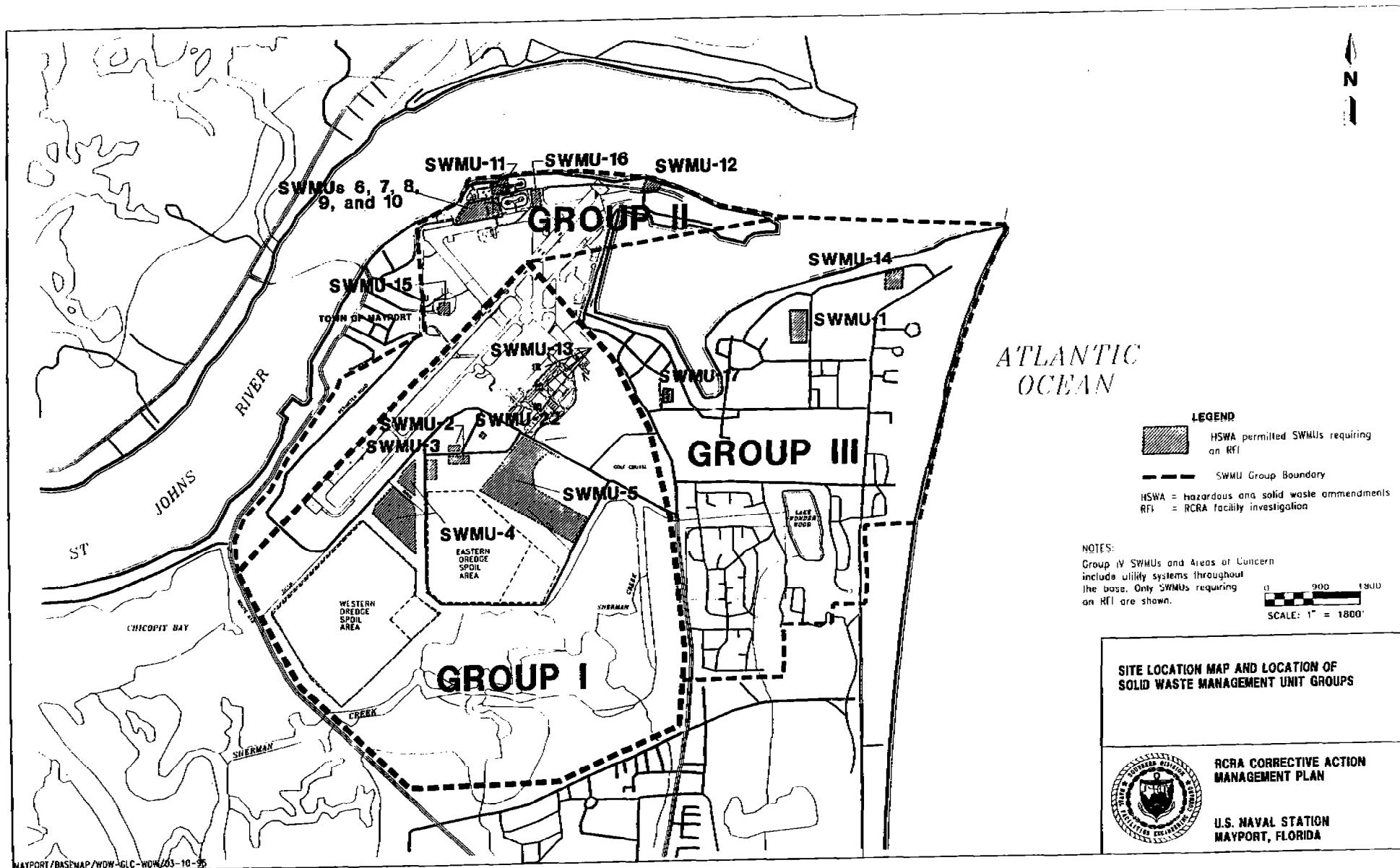


Cleanup Status at Naval Station Mayport

Due to the number of SWMUs at Naval Station Mayport, the diversity of their past and present activities, and the permit requirements, a phased approach is being used to implement the RFI and other corrective action activities.

SWMUs at Naval Station Mayport are broken down into four groups. Group I SWMUs have the highest perceived risk and have been addressed in the first phase of the RFI; Group II has been characterized as having a moderate perceived risk; Group III with a low perceived risk; and Group IV, which is made up of Naval Station Mayport's utility networks, has the lowest perceived risk. It is not shown on the map because the utility networks are spread across the base.

Each SWMU is progressing through the cleanup process with the final goal of complete environmental restoration. Reports are being prepared for Groups I and II (22 SWMUs). Field work is beginning at Group III (12 SWMUs). Handouts from the Site Tour visit summarize the status of each SWMU and the 2 AOCs at Naval Station Mayport



AGENDA
RAB Orientation Meeting
April 19, 1995, 7 p.m.

- > Welcome Cheryl Mitchell
- > Overhead Presentation Navy Budgeting and Contracting David Driggers
- > Video: "Sampling and Field Work"
- > Overview of Field Activities Mike Jaynes
- > Questions & Answers NAVSTA Mayport RAB Members
- > NAVSTA Mayport RAB Charter NAVSTA Mayport RAB Members
- > General Discussion NAVSTA Mayport RAB Members
 - Community Co-Chair
 - Location and date of next RAB Meeting
 - Other Topics